



**DESCRIPTION OF PRACTICAL ALTERNATIVES SOUTH OF M-60**

**PRACTICAL ALTERNATIVE P-1** – Practical Alternative P-1 follows the existing US-131 alignment and will include improvements which can be made within the existing right-of-way. These improvements will include creating a three lane section through downtown Constantine from Stears Road to the existing 4-lane section at the bridge over the St. Joseph River. Additional improvements that will be investigated include improving signal timings, adding separate turn lanes at intersections, and adding passing lanes. These are improvements that are associated with Transportation System Management (TSM) alternatives.

**PRACTICAL ALTERNATIVE P-2** – Practical Alternative P-2 is a 5-lane facility following the existing US-131 alignment from the Indiana Toll Road to north of Dickenson Road. North of Dickenson, the alignment leaves the existing US-131 alignment heading northwesterly as a 4-lane divided facility, turning northerly and crossing the St. Joseph River, and then heading northeasterly, connecting back into the existing US-131 right-of-way at Zerbe Road. The 4-lane divided section will continue north of Zerbe Road and ultimately tie in with the existing 4-lane divided section south of M-60.

**PRACTICAL ALTERNATIVE P-3** – Practical Alternative P-3 begins as a 5-lane facility from the Indiana Toll Road to a point just south of Anderson Road. The existing US-131 and Anderson Road intersection would be relocated to create a new ninety-degree intersection. From here Alternative P-3 transitions into a limited-access facility on new alignment, following Harrison Road north, crossing the White Pigeon River, and providing a diamond interchange configuration at US-12. North of US-12, Alternative P-3 heads due north, crosses the St. Joseph River, and heads northeast towards Drummond Road. At Drummond Road, Alternative P-3 follows the existing topography and heads due north along King Road where it ultimately ties in with M-60 with a diamond interchange. Practical Alternative P-3 provides for a future limited access freeway from north of Anderson Road to M-60.

**PRACTICAL ALTERNATIVE P-4** – Practical Alternative P-4 is the same configuration and follows the same alignment identified in Alternative P-3 from the Indiana Toll Road to US-12. North of US-12, Alternative P-4 heads northwest crossing Blue School Road and Riverside Drive. North of Riverside Drive, Practical Alternative P-4 crosses the St. Joseph River and then turns northeast, crossing Youngs Prairie Road east of Shaffer Road. North of Zerbe Road, Alternative P-4 once again follows the same alignment as Alternative P-3. Like Alternative P-3, Practical Alternative P-4 provides for a future limited access freeway from Anderson Road to M-60.

**PRACTICAL ALTERNATIVE P-5** – Practical Alternative P-5 is the same configuration and follows the same alignment as Alternative P-3 from the Indiana Toll Road to just south of Zerbe Road. North of Zerbe Road, P-5 heads northeast and merges with the existing US-131 right-of-way. From this point north to King Road, Alternative P-5 utilizes the existing US-131 right-of-way, and existing US-131 serves as a service drive on the east side of the alignment. North of King Road, Alternative P-5 ties in with Alternative P-3 and connects with M-60 west of the existing US-131 right-of-way. Practical Alternative P-5 provides for a future limited access freeway from Anderson Road to M-60.

**PRACTICAL ALTERNATIVE P-6** – Practical Alternative P-6 follows the existing US-131 alignment as a limited access facility. This Alternative begins as a 5-lane facility from the Indiana Toll Road to Anderson Road where it transitions into a limited access facility. From Anderson Road to Dickenson Road, existing US-131 serves as a service road on the west side, and a new service drive would be constructed on the east side, with an interchange provided at US-12. North of Dickinson Road, the alignment leaves the existing US-131 alignment heading northwesterly, turning northerly to cross the St. Joseph River, and then turning northeasterly, connecting back into the existing US-131 right-of-way south of Garber Road. From this point north, Alternative P-6 follows the existing alignment, and connects into the existing 4-lane section at M-60 with an interchange. In this area, existing US-131 remains as a service drive on the east side of the freeway.